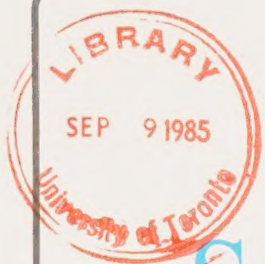




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Small Craft Harbours in Canada



The Federal Government's Small Craft Harbours Program

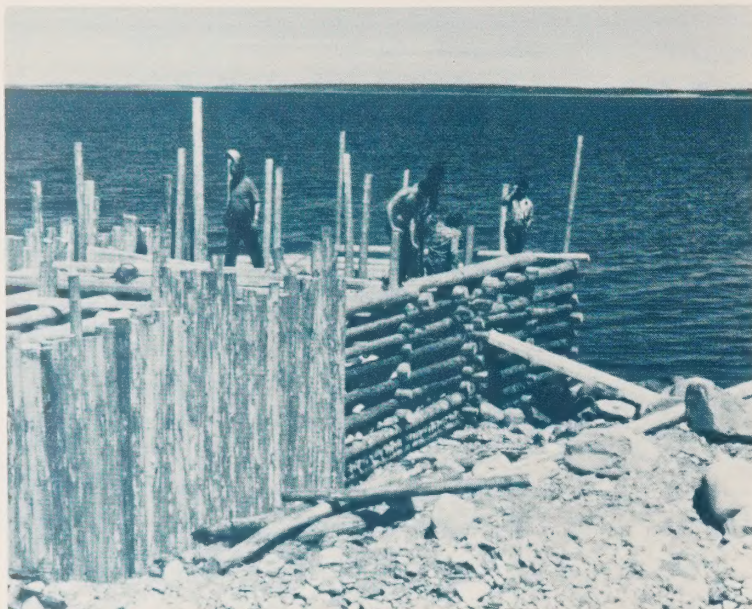
A vital role in the economic and social life of Canada is played by the more than 2200 small craft harbours serving a multitude of commercial fishing vessels, recreational boaters and other small craft from coast to coast.

Large or small, a harbour is traditionally the focal point of activity as well as the economic mainstay in most coastal fishing communities.

Harbour facilities vary in size and complexity depending on their location and purpose. In the case of fishing harbours, their primary function is that of providing commercial fishermen with a safe place to berth their boats and unload their catch. In many cases, services such as water, electricity, ice, net storage, boat haulouts and other amenities are also provided. Small craft harbours serve basically as the link between fish harvesting and fish processing.

Responsibility for the on-going maintenance and day-to-day operation of these harbours rests with the Federal Department of Fisheries and Oceans through its Small-Craft Harbours (SCH) Program. This program also assists in the development, maintenance and daily operation of recreational harbours and marinas.





Many communities have taken advantage of government-funded job creation programs to improve their harbour facilities.

The national Small Craft Harbours budget is prepared annually in Ottawa, in consultation with program regional directors. Project delivery is effected through Small Craft Harbours regional offices.

Program Funding

In the 1970's, the yearly Small Craft Harbours budget averaged approximately \$30 million. Currently the regular program budget is in the range of \$50 million annually. Even with this 66 per cent budget increase over the last decade, the SCH program continues to encounter considerable difficulty in responding to the demand for harbour repairs because of the severe effect of inflation on the cost of materials and labour during this period.

Fortunately, the influx of funds from special federal government programs over the past couple of years has enabled SCH to respond to the most immediate problems.

Current Situation

The current condition of SCH fishing harbours runs full scale, with some in excellent condition while others are run-down.

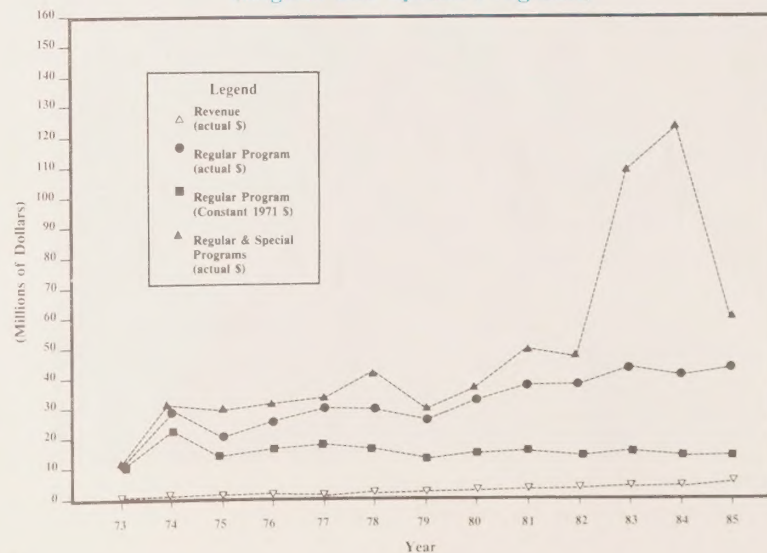
Small Craft Harbours continues to direct approximately 80 per cent of program expenditures to essential repairs at SCH harbours, with the remaining 20 per cent going to harbour expansion and upgrading. The majority of these expenditures are made at existing SCH commercial fishing harbours.

Because of the considerable backlog of project work continually on the books, the major part of the regular program budget is often committed up to two years in advance.

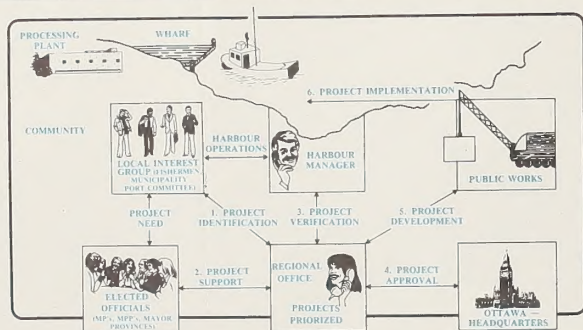
The Future

Maintaining and operating facilities and services for more than 2,200 harbours throughout Canada is a very expensive proposition.

Small Craft Harbours Expenditures (Regular and Special Programs)



The SCH Project Development and Delivery Process



Who Are the Clients?

Commercial Fishing:

- approximately 70,000 commercial fishermen and 35,000 fishing vessels
- more than 1,000 fishing communities
- fishing industry — approximately 80 per cent of all fishing landings (with a value of more than \$1.5 billion) are made by vessels which use SCH facilities.

Recreational:

- Canadian and United States recreational boaters and anglers.
- Small-Craft Harbours provides approximately 10 per cent of all recreational berthing spaces available to the public in Canada.
- tourist communities.

What Services Are Provided?

Harbour Maintenance:

- construction and repair of breakwaters
- construction and repair of wharves and launching facilities
- dredging of harbours and channels
- installation and repair of operational services such as fish unloading equipment, light and power, water, gear storage, etc..

Harbour Operations:

- day-to-day operation of individual harbours through on-site management, i.e., traffic control, minor repairs, garbage removal, security, collection of fees, etc.

How Are Funding Decisions Made?

Harbour repair requests are initiated at the local level and materialize in the form of harbour work through the project delivery process, as illustrated. Funds are not contributed directly, but rather harbour work is carried out by Public Works Canada on SCH's authorization. Because the total requirement for repair of harbour facilities is far greater than the current available funding, difficult choices have to be made. The choice between work that will go forward and that which will be deferred is based on greatest need.

This is how the system works: First, the maintenance requirements of Small Craft Harbours facilities are determined through a rigid technical prioritization technique. Work requirements are identified according to technical



Meeting the demand for harbour repairs is severely straining the SCH budget, due to the ever-rising cost of labour and material.

HARBOUR CLASS	VESSEL ACTIVITY	LEVEL OF SERVICE
A	High	full range of services and on-site management
B	Medium	partial services and at least part-time on-site management
C	Low	minimal services and some on-site management where practical
D	Minimal	maintained at minimal level for safety reasons only.

need by comparing harbour deficiencies (from annual harbour inspection reports) against defined harbour standards.

Next, the identified maintenance work is assigned a priority by considering Harbour Class and the urgency of the repairs required. Harbour class is determined by the level of vessel activity at a harbour. Associated with each harbour class are program standards which specify the minimum levels of protection, berthing, dredging and services which should be made available to enable clients to function properly at the harbour. The table shown above illustrates the relationship between harbour class, harbour utilization and level of service.

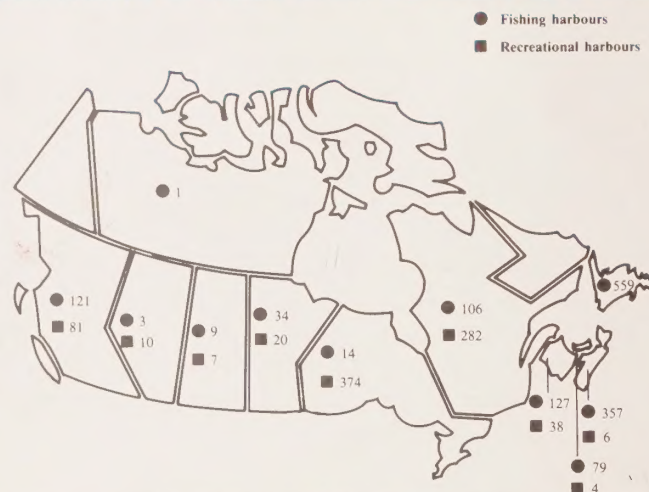
Finally, the maintenance work identified undergoes a third screening where such factors as number of fishermen affected, landings, cost of repairs, clients' safety and the impact on the community of not doing the work are considered.

To maximize the impact of its investment in harbour facilities, the federal government must follow the strategy of funding harbour works at existing harbours based on defined need, as detailed earlier. Only in extraordinary circumstances will it be possible to consider expansion or development of a new harbour.

The federal government intends to follow the most cost-effective method of providing appropriate harbour services to the majority of its clients by concentrating its expenditures at the larger more active harbours.

In addition, the government will pursue a more vigorous policy of cost-recovery in order to partially offset the ever-mounting cost of maintaining and operating the SCH system of harbours. Simply said, this means that fishermen and other harbour users will have to contribute their fair share in meeting the cost of the services they enjoy.

Distribution of Small Craft Harbours by Province



Province	Total	Nfld.	N.S.	N.B.	P.E.I.	Que.	Ont.	Man.	Sask.	Alta.	NWT	B.C.
Fishing harbours	1409	559	357	127	79	106	14	34	9	3	-	121
Recreational harbours	823	-	6	38	4	282	374	20	7	10	1	81
	2232	559	363	165	83	388	388	54	16	13	1	202

Inquiries should be directed to the Small Craft Harbours regional office in your area.

Regional Contacts

Newfoundland 302 Pleasantville, St. John's,
A1C 5X1 (702) 772-4459

Scotia-Fundy 1721 Lower Water St., Halifax,
B3J 2S7 (902) 426-8120

Gulf 343 Archibald St., Moncton, E1C 5K4
(506) 388-6580

Quebec 901 Cap Diamant, Québec, G1K 7Y7
(418) 694-5198

Pacific 1090 West Pender St., Vancouver,
V6E 2P1 (604) 666-6530

Western 153 Lombard Ave., Winnipeg,
R3B 0T4 (204) 949-6093

Ontario 3050 Harvester Road, Burlington,
L7N 3J1, (416) 637-4569

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